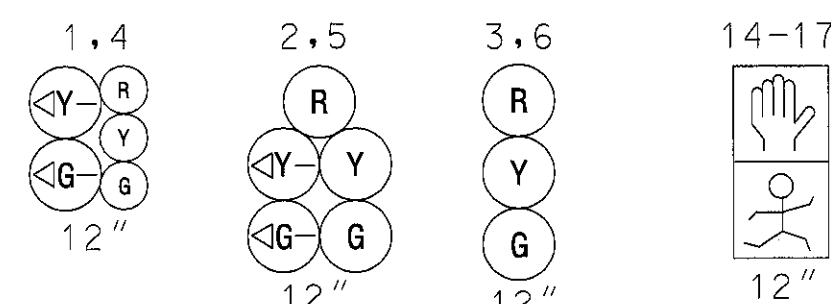
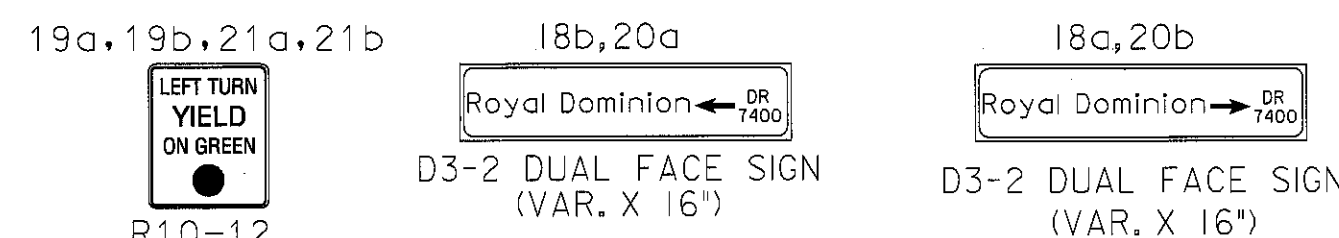


MD 190 IS ASSUMED TO RUN
IN AN EAST-WEST DIRECTION

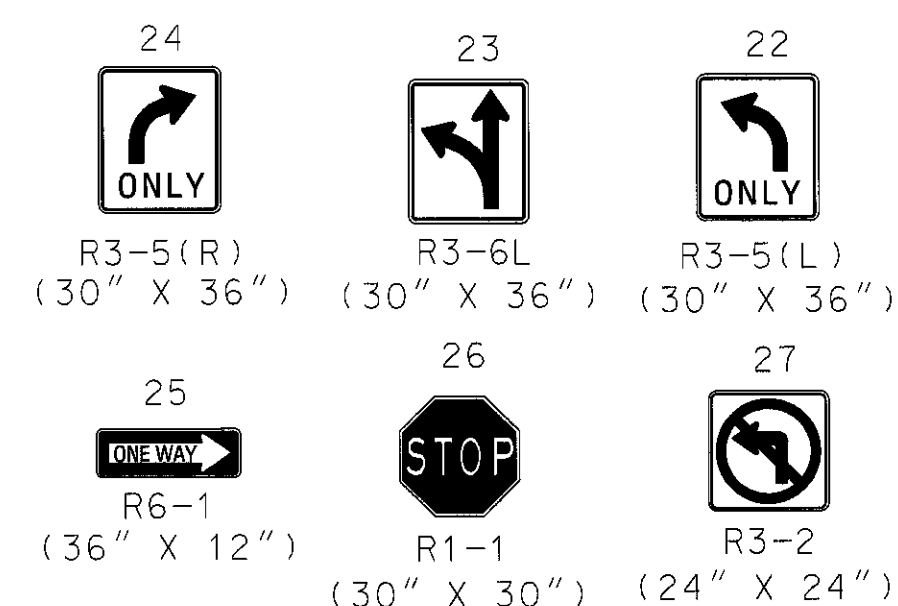
EXISTING SIGNALS



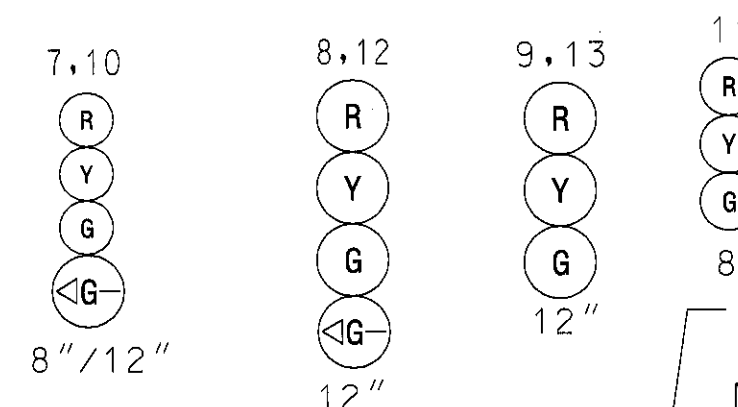
EXISTING SIGNS



PROPOSED SIGNS



PROPOSED SIGNALS

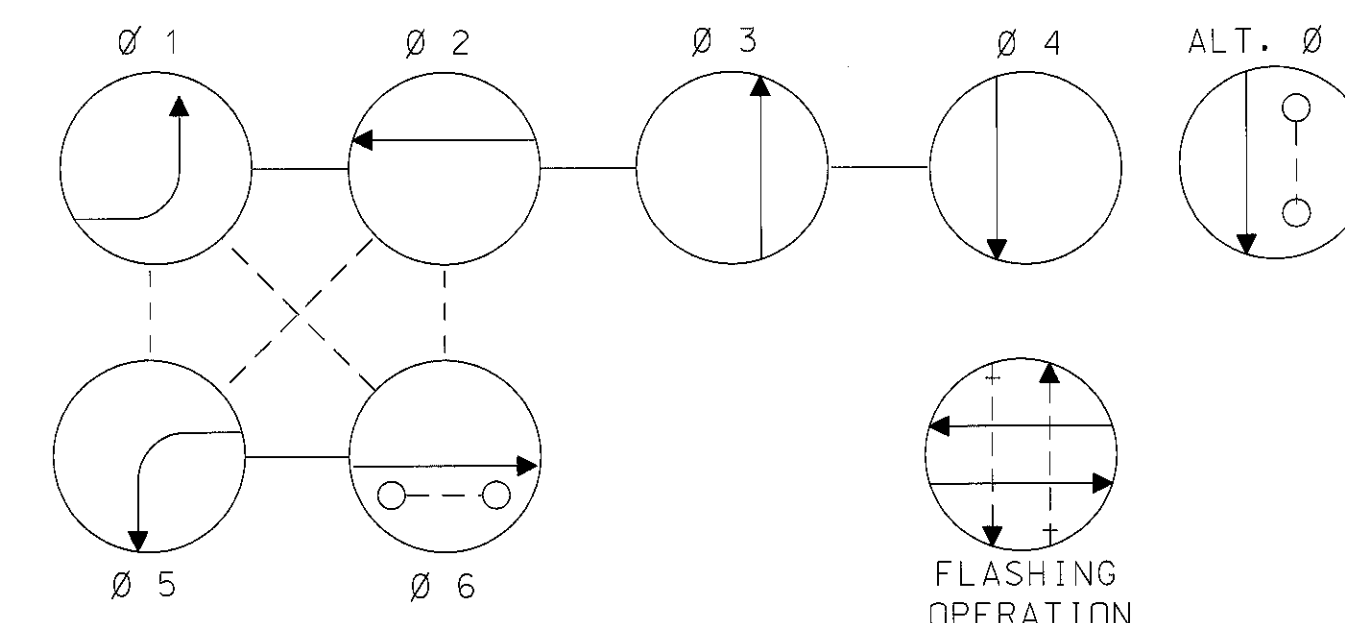


PROPOSED GEOMETRICS

EXISTING GEOMETRICS

PROPOSED R3-8 (MOD.) SIGN
INSTALLED BY OTHERS

NEMA PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.

MD 190 (RIVER RD.)

MD 190 (RIVER RD.)

CONSTRUCTION DETAILS

- A. INSTALL PROPOSED SIGNAL HEADS AND SIGNS ON EXISTING SPAN WIRE
- B. INSTALL 6 FT. X 22 FT. QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (3-6-3 WINDING)
- C. INSTALL 1 IN. LIQUID TIGHT, FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR WIRE SLEEVE (ONE PER LOOP)
- D. INSTALL 24 IN. HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING
- E. INSTALL 5 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING (3 FT. LINE, 9 FT. GAP)
- F. INSTALL 12 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING
- G. USE EXISTING CONDUIT
- H. USE EXISTING HANDHOLE
- J. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER
- K. USE EXISTING SPAN WIRE
- L. INSTALL PAVEMENT MARKING ARROWS (SEE PAVEMENT MARKING PLAN)
- M. INSTALL PROPOSED SIGNAL HEADS ON EXISTING SPAN WIRE
- N. SEE PAVEMENT MARKING PLAN FOR THIS DETAIL
- O. REMOVE EXISTING SIGNAL HEADS
- P. REMOVE EXISTING GROUND MOUNTED R1-1 SIGN
- Q. INSTALL R6-1(R) SIGN (36" X 12"), R1-1 SIGN (30" X 30") AND R3-2 SIGN (24" X 24") GROUND MOUNT

GENERAL NOTES

1. DISCONNECT AND ABANDON THE EXISTING LOOP DETECTORS ON THE HOLTON ARMS APPROACH
2. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
3. LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
4. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	— A —
ELECTRICAL	— E —
TELEPHONE	— T —
GAS	— G —
SEWER	— S —
WATER	— W —
CABLE TV	— TV —

TRAFFIC CONCEPTS, INC.

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(410) 923-7101

REVISIONS	APPROVALS
	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
SIGNALIZATION PLAN
MD 190 (RIVER ROAD) AT ROYAL DOMINION DRIVE

DRAWN BY: J.W.G.	F.A.P. NO.	TS NO.
CHECKED BY:	S.H.A. NO.	1773C
SCALE: 1" = 20'	COUNTY: MONTGOMERY	T.I.M.S. NO.
DATE: 5-14-80	LOG MILE: 15019012.03	F-384

SHEET NO.

1 OF 4